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1999 ANNUAL REPORT
MARYLAND
MOTOR CARRIER
PROGRAM

1999

ANNUAL REPORT

OF THE

Maryland Motor Carrier Program

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Office of Traffic and Safety
Motor Carrier Division
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EXECUTIVE SUMMARY

Until 1999, the Maryland Motor Carrier Program (MMCP) received oversight from the Governor's Motor Carrier Task Force for Safety and Uniformity which was established in 1989 as the successor to the Governor's Task Force on Uniform Motor Carrier Procedures and the Truck Safety Task Force. It provided a forum to examine the existing Maryland regulation of heavy trucks and buses, and to promote procedures that are simpler and more uniform while ensuring that safety is not compromised. The role of overseer for the MMCP has since been assumed by the Maryland Motor Carrier Program Advisory Committee. The committee members have been designated by the secretary or modal administrator of their respective agencies, and in some instances, the modal administrator sits on the committee. Each participating agency has representation on the committee which meets on an as-needed basis.

The Interagency Coordinating Group (IACG) for the Maryland Motor Carrier Program, comprised of representatives from all state agencies involved in motor carrier activities, was formed in July of 1995 to ensure that programs were further coordinated between involved units of state government. The IACG has four committees. They are the Strategic Planning Committee, the Outreach Committee, the Legislative Committee and the Roadside Committee. The committees meet periodically to resolve issues that are applicable to their function. The IACG meets as a whole on a monthly basis to discuss broader issues that are pertinent to the MMCP.

Data indicates that commercial vehicle involvement in fatal accidents in Maryland was down from a level of 120 accidents in 1986, the first year for the federally assisted Motor Carrier Safety Program, to 60 in 1999. The number of vehicle/driver inspections increased from 4,978 in 1986 to 102,932 in 1999. This dramatic increase is due to the rise in all levels of inspections designed to improve the safety of both vehicles and drivers on Maryland highways. This safety enforcement effort has brought positive results. The vehicle out of service rate decreased from 55.4% for the calendar year 1987 to 31% for the calendar year 1999. The driver out of service rate dropped from 8.4% for the calendar year 1987 to 6.9% during calendar year 1999. The fatal accident involvement reduction is a combination of many factors including increased enforcement, improved driver licensing through the Commercial Driver Licensing (CDL) program, and educational efforts by the industry and governmental agencies.

The total number of vehicles weighed in 1999 decreased slightly to 1,743,947 from 1,864,310 in 1998. Much of the decrease is attributed to a shift in focus to traffic law enforcement in order to reduce commercial vehicle crashes. The number of hauling permits increased in State Fiscal Year 1999, as did the revenue from those permits. The increases are primarily attributed to the new Automated Hauling Permit System (AHPS) and the faster, more efficient processing of the permits.

There were 178 post-crash investigations performed in 1999, 27 of which uncovered mechanical defects that were either causative or contributory to the crash. The Preventive Maintenance (PM) Program showed a slight increase in the total number of audits for 1999 over 1998. The number of citations issued for audit violations also increased, but the number of suspended registrations remained approximately the same. There were 26 Compliance Reviews (CR) conducted in 1999, with the most prevalent violations relating to records for hours-of-service, drug/alcohol testing and driver qualification files.

The Maryland Motor Carrier Program Strategic Plan recommended that an Office of Motor Carrier Policy (OMCP) be created within the Maryland Department of Transportation (MDOT) to serve as a liaison for industry and government and to work

with the various committees to improve the overall efficiency of the Program. That position was created and filled in 1998. The OMCP was very active in 1999. The primary duties of that office are to serve as liaison for government and industry and to work with various committees to coordinate the overall efficiency of the MMCP. The Office lead a successful legislative effort regarding seven bills that pertain to commercial vehicles (Appendix E). The OMCP was instrumental in obtaining additional funding for the MMCP, participated in a number of outreach efforts, gave numerous presentations and worked closely with Morgan State University on a number of studies relative to the MMCP.

The Maryland State Police, Commercial Vehicle Enforcement Division (MSP/CVED) is the lead enforcement agency for the Motor Carrier Safety Assistance Program (MCSAP). As such, they are responsible for the training and re-certification of all motor carrier inspectors in Maryland. MSP/CVED is the major contributor of commercial vehicle weighings and inspections and are the host agency for the SAFETYNET computer system which uploads commercial vehicle safety information to the Federal Motor Carrier Safety Administration (FMCSA). MSP/CVED is responsible for the operation of 11 full-time Truck Weigh/Inspection Stations (TWIS) around the state. They are also responsible for the PM Program and have shown an increase in almost all areas of enforcement activities in 1999 over 1998.

The Maryland Transportation Authority Police (MdTAP) provides commercial vehicle enforcement at six toll facilities around Maryland. They have representation on all committees relating to the MMCP as well as outside organizations such as the I-95 Corridor Coalition. The MdTAP is very active in outreach programs such as providing orientation for new truck drivers enrolled in area college training programs. During 1999, the MdTAP conducted 29,665 commercial vehicle inspections and weighed 485,616 trucks.

The Port of Baltimore handled 23.3 million tons of cargo in the 12 months ending September 30th, 1999. Vessel calls in 1999 numbered 1,820. Container tonnage increased by 2.7% over 1998 and they handled 15% more automobiles. They handled 734,000 tons of forest products which is an increase of 40% over 1998. The Maryland Port Administration (MPA) installed new NAVIS computer software in 1999 to provide superior service to customers.

The Motor Vehicle Administration (MVA) is responsible for the issuance of commercial vehicle titles and registrations and CDL's. They presently have 8,873 International Registration Plan (IRP) accounts and 134,272 drivers with CDL's. In 1999, they were successful in staggering the renewal of IRP registrations.

The Maryland Department of the Environment (MDE) Hazardous Materials Transportation Section (HMTS) is involved in crash prevention, enforcement, emergency response, research and planning. They provide other agencies with technical assistance concerning hazardous materials and assist the trucking industry with compliance information. The MDE/HMTS performs roadside hazmat inspections and assists in the training of hazmat inspectors. They performed 1,496 hazmat inspections in 1999.

The Public Service Commission (PSC) Transportation Division enforces the laws and regulations pertaining to safety, rates and services of passenger transportation companies operating in intrastate commerce in Maryland. The total number of carriers regulated by the PSC in 1999 was 1,015. They performed a total of 9,481 inspections on carriers in 1999.

BWI Airport has continued expansion of domestic and international cargo in 1999. The new Midfield Cargo Complex is a large part of that effort. Construction activity in 1999 included site preparation for up to four cargo buildings and related improvements. Total cargo volume for 1999 was 496,461,494 pounds.

Industry associations were active in 1999. The Independent Truckers and Drivers Association (ITDA) participated in a federal study regarding the uniformity of roadside inspections. The State Highway Administration (SHA) was also a participant in that study. ITDA supported a plan to assure that new drivers were familiar with the federal regulations before obtaining authorization to drive a commercial vehicle. Maryland Motor Truck Association (MMTA) was very active in the outreach area by participating in National Driver Appreciation Week and the 52nd annual Safe Truck Driving Championships. The Driver of the Year was Frank Wilson of Giant Food, Inc., and the Safety Supervisor of the Year was Gary Kettell of Hahn Transportation.

Many MMCP agencies were involved with giving safety seminars at various venues around the state and participated as judges at numerous safe driving contests. Truck parking to allow drivers to rest continues to be of great concern. Efforts have been made to publicize existing parking areas that may be currently under-used. The revised Maryland Trucker's Map, which is due for distribution sometime in 2000, will list available locations. The Maryland Trucking Handbook will also be updated in 2000.

The MMCP remains active in the "NO ZONE" campaign to warn drivers about blind spots around trucks and buses. The Judicial Outreach Program continued to seek ways to familiarize the judiciary with problems encountered by law enforcement when testifying in commercial vehicle related cases. Project "ADVANCE (Aggressive Driver Video and Non-Contact Enforcement) continued to thrive in 1999 with improvements to equipment that resulted in 3,246 images, double that of 1998. The IRAP (Inspection Repair and Audit Program) resulted in 56 carrier investigations in 1999, 38 of which uncovered violations. The MSP/CVED and the MdTAP increased their criminal interdiction efforts in 1999, beginning with additional training for all MSP/CVED sworn personnel and 30 persons from the MdTAP.

The crash reduction effort along the U.S. 301 corridor continued with the installation of rumble strips and additional overtime funding for traditional enforcement. Funding was also made available to some county and city enforcement agencies to perform commercial vehicle inspections and enforcement on roads not normally patrolled by the MSP/CVED or the MdTAP. "Trash Net" was initiated in 1999 to increase the number of inspections performed on trash haulers that travel during times when enforcement manpower is usually at a minimum.

The Commercial Vehicle Information Systems and Networks (CVISN) continued to develop in 1999 with the testing of data exchange associated with electronic screening. Roadside operations computers (ROC) were installed at Perryville and West Friendship to test the interface with the CVIEW (Commercial Vehicle Information Exchange Window) which is housed at MVA. Significant progress was made in 1999 regarding the electronic uploading of roadside inspections to SAFETYNET with an increase of 12% over 1998.

The State Highway Administration (SHA) has been designated by MDOT as the lead agency for the MCSAP. That responsibility was in turn given to the Motor Carrier Division (MCD) through the Office of Traffic and Safety. MCD has participation on all MMCP committees and is responsible for the writing and managing of numerous federal grants and the annual Commercial Vehicle Safety Plan and the annual Size and Weight Plan. Other responsibilities include crash data analysis, hauling permits, Truck

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Weigh and Inspection Station management and technical support regarding ITS matters for CVISN and agency partners.

The Office of the Comptroller, Motor Fuel Tax Unit, is responsible for the issuance of International Fuel Tax Agreement (IFTA) registration and required decals. IFTA is an important part of the CVISN program. The Unit has representation on a number of MMCP committees.

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INTRODUCTION

Maryland's unique geographical location places it within an overnight drive of more than 30 percent of the U.S. population. The State is located in the fourth largest air travel market in the U.S. and is located 200 miles closer to the Midwest than any other East Coast seaport. The two intermodal facilities depend heavily on motor carriers. For example, trucks are the hub of Maryland's distribution wheel, delivering 81 percent of all manufactured freight in the state and serving as the only transport link in 92 percent of the state's communities.

The MMCP is responsible for the administration, regulation, and enforcement of commercial vehicle operations and is guided by a strategic plan that was formulated by a Strategic Planning Task Force (SPTF) in 1997. The SPTF consisted of representatives from five state agencies. They were the Maryland Department of Transportation, the Department of Maryland State Police, Maryland Department of the Environment, the Public Service Commission and the Comptroller of the Treasury. The modal administrations within the Maryland Department of Transportation, the Motor Vehicle Administration, State Highway Administration, Maryland Transportation Authority, Maryland Port Administration and the Maryland Aviation Administration, also participated. Industry representatives from the Maryland Motor Truck Association, Independent Truckers and Drivers Association, Maryland Motorcoach Association and Teamsters Union Joint Council 62 participated on a voluntary basis. The academic community was represented by Morgan State University National Transportation Center, Massachusetts Institute of Technology Center for Transportation, and Johns Hopkins University Applied Physics Laboratory. Representatives from the Federal Motor Carrier Safety Administration also participated. A consensus process was used to obtain agreement on issues and decisions. Through a series of meetings, the SPTF developed the vision statement, mission statement, goals, strategies and objectives that act as a guide for the MMCP. They are as follows:

The Vision Statement:

Rapidly approaching a crash-free environment, Maryland is nationally recognized for highway safety and a business-friendly climate. Our public-private partnerships apply emerging technologies achieve the seamless flow of information between government and industry and the intermodal movement of goods and people. We are lead by the Secretary of Transportation through the Office of Motor Carrier Policy. Under the Secretary's leadership, we are accelerating the state's economic growth through business development:

- The state has become a distribution center for the Mid-Atlantic Region;
- The motor carrier industry has created new jobs and expanded the tax base for the state; and
- More tourists use motor coaches to visit more places throughout the state.

The Maryland Motor Carrier Program is proof that industry and government can work together to achieve mutual benefits. In Maryland, safety is good business.

The Mission Statement:

The mission of the Maryland Motor Carrier Program is to ensure safe, efficient and effective intermodal transportation of passengers, goods and services for the benefit of Maryland. It is accomplished by providing a framework that fosters interagency cooperation, public-private partnerships, public safety, enhanced regulatory activities,

and use of emerging technology, economic development, and environmental protection.

Goals and Synopsis of Strategies:

Goal 1: We will continuously improve safety, striving for a crash free environment and improve government and industry productivity to achieve acceleration of economic growth in Maryland.

> Strategies were created to streamline the inspection process, improve the process for identification of non-compliant carriers, provide a basis for improving intermodal connections at the Port of Baltimore and Baltimore-Washington International Airport, and utilize technology to enforce motor carrier safety.

Goal 2: We will develop an effective organizational structure that will support a safe and efficient intermodal transportation system in Maryland.

> Studies on the motor carrier organizations and operations in other states as well as the existing motor carrier program and organizational structure in Maryland will be completed. The study results and a recommendation for an organizational structure for the motor carrier operations in Maryland will be documented and presented.

Goal 3: We will obtain sustainable funding for the Maryland Motor Carrier Program.

> For this goal, short term and long term budgets (or funding requirements) for the MMCP will be determined and sources of funding for the MMCP will be researched, analyzed and recommended. Also, the benefits of the overall MMCP will be presented to the Governor, the Legislature and the Administrators.

Goal 4: We will develop and use performance measures to evaluate motor carrier operations and monitor progress toward meeting the program vision and mission.

> An evaluation plan for the MMCP will be designed and implemented. Criteria will be identified and selected to measure the performance of the MMCP and monitor the progress toward achieving the strategic plan's mission and vision. Also, baseline data for specific MMCP elements to be tracked will be developed and documented.

Goal 5: We will regulate motor carriers in a coordinated, efficient, cost-effective, safety enhancing and consistent manner.

> Evaluations of existing motor carrier regulations will be under-taken in order to develop, evaluate and recommend statutory and regulatory changes for motor carrier operations.

Goal 6: We will work for enactment and consistent implementation of legislation to support continuing development of the MMCP.

> This goal encompasses strategies to obtain executive level support for the MMCP, legislative understanding, and support for statutory changes and funding for the MMCP, and to develop judicial understanding and support.

Goal 7: We will develop and implement a process for communication that will result in educated and informed audiences who actively participate in and support the MMCP.

> Develop and implement a communication and outreach program to educate all MMCP internal and external stakeholders and implement an evaluation and control process to monitor and measure the effectiveness of the Program.

Goal 8: We will effectively use appropriate technology and associated procedures to support a safer, more cost effective and efficient motor carrier program.

> The strategy for this goal will create an organization that is responsible for scanning, researching, reviewing and recommending new technologies that can benefit both the private and public sectors. The users of these technologies will be actively involved in all phases of the development life cycle.

In order to reach these goals, the SPTF developed strategies and a set of objectives for each strategy. They are covered in detail in the Maryland Motor Carrier Program Strategic Plan.

Through the strategic planning process, the SPTF identified strengths and weaknesses of the MMCP. The program key strengths are: (1) The state has a very strong public/private partnership; (2) The individual agencies and organizations involved in the MMCP have strong and effective programs and institutional resources to continue serving their clientele well into the future. For example, the State Highway Administration has a strong record of improving highway safety and mobility in Maryland through both maintenance of the traditional highway infrastructure and deployment of Intelligent Transportation Systems (ITS) technologies such as the Coordinated Highway Action Response Team (CHART); (3) Maryland's geographical location positions it to take advantage of new economic opportunities in the transportation industry, specifically commercial vehicle services and increased state tourism. Weaknesses in the program are: (1) The inability to develop, ascertain, define and document the benefits of new programs; (2) Concerns of the enforcement community about the use of new technology; (3) Diversity in the motor carrier industry; (4) Carrier skepticism of government-sponsored deployment of technology; (5) Concerns about the validity, integrity and security of data when deploying advanced information technologies such as Commercial Vehicle Information Systems and Networks (CVISN).

In a similar fashion, threats to the MMCP are; (1) Rapid evolution of technology applications; and (2) Lack of long-term funding strategies. However, the state has the potential to become a national leader in the development of a public/private motor carrier program, a nationally recognized leader in improvements of commercial vehicle operations and freight movement, and to work actively with other jurisdictions in demonstrating CVISN capabilities.

The progress of the MMCP in 1999 is highlighted in this report which contains information regarding the status of various programs, accident data and updates from most of the involved parties. It is not all-inclusive and is intended as an overview of the program status.

HEAVY TRUCK ACCIDENT TRENDS

While the total number of accidents and the number of personal injury accidents involving commercial vehicles increased slightly in 1997 through 1999, the number of fatal accidents has shown a marked decrease of 29% over the same period. Although no common denominator has been identified to explain the decrease in fatal crashes, it suggests that the Maryland Motor Carrier Program is heading in the right direction with a combination of improved highway design, education and enforcement activities.

Several changes in accident reporting occurred in 1994. First, pick-up trucks were no longer classified as "trucks" for the purpose of accident reporting. In an effort to present a fair trend analysis, a study was undertaken to determine how much of an impact this reclassification had on 1995 and 1996 statistics. Reclassification of these vehicles was completed, and the data represented in 1996 and later graphs and charts more truly represent the trends in heavy commercial vehicle accident involvement. Secondly, "heavy truck injury accidents" rather than "serious accidents" are now tracked. This has removed partially subjective criteria used to distinguish the seriousness of an injury. It parallels the federal reporting trend that now tracks all injury accidents.

The reduction of fatal accidents by 29% from 1997 to 1999 is most encouraging. It points to a strong working relationship with the motor carrier industry and their commitment to improving safety on our highways. Trends will continue to be monitored as new and innovative strategies, counter measures and enforcement efforts are enacted. Total commercial vehicle accidents for the past eight years are shown in Figure 1, personal injury accidents are shown in Figure 2, and fatal accidents are show in Figure 3.
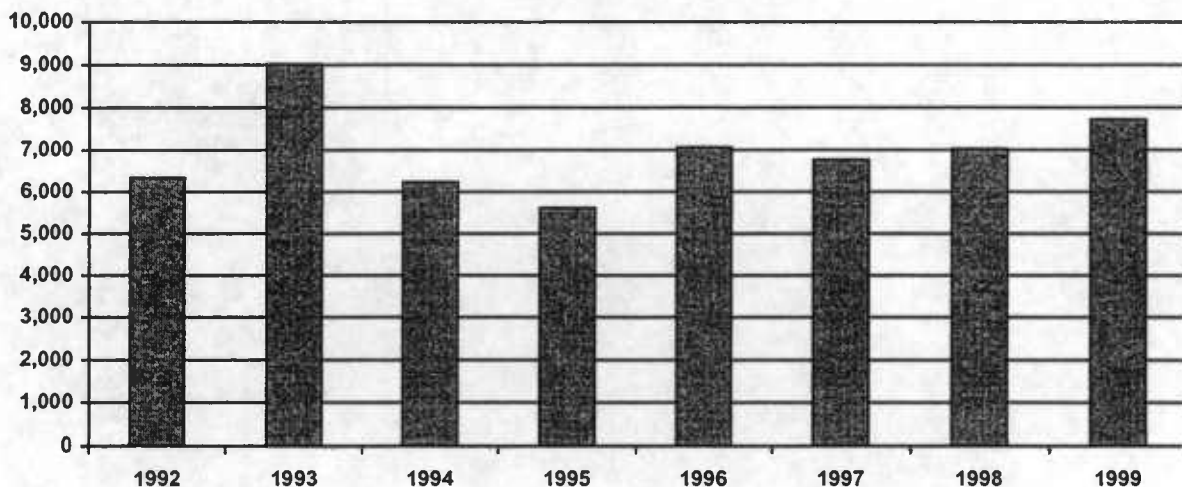
Figure 1

Accident Trends
Commercial Vehicle Accidents

Figure 2

Accident Trends
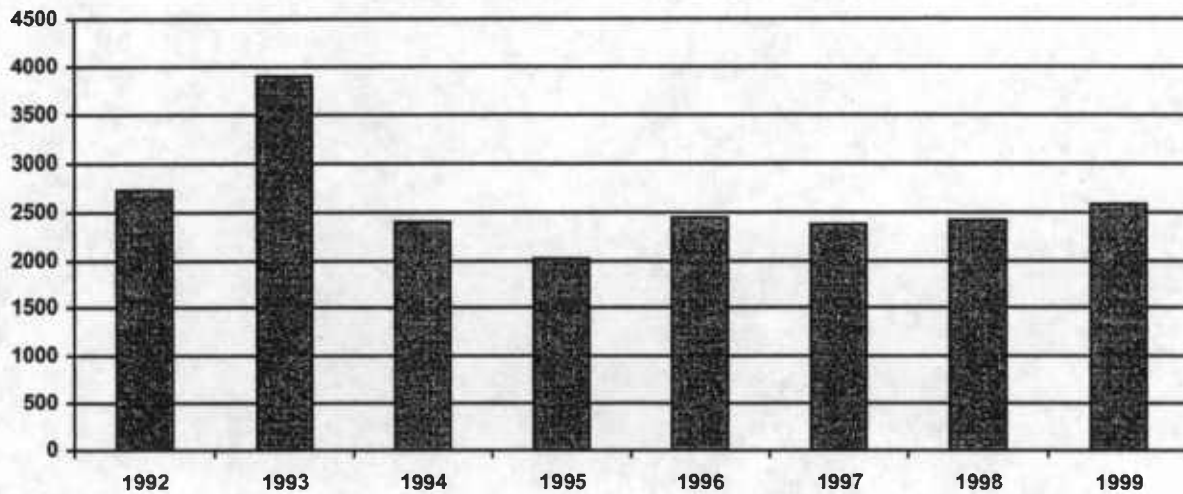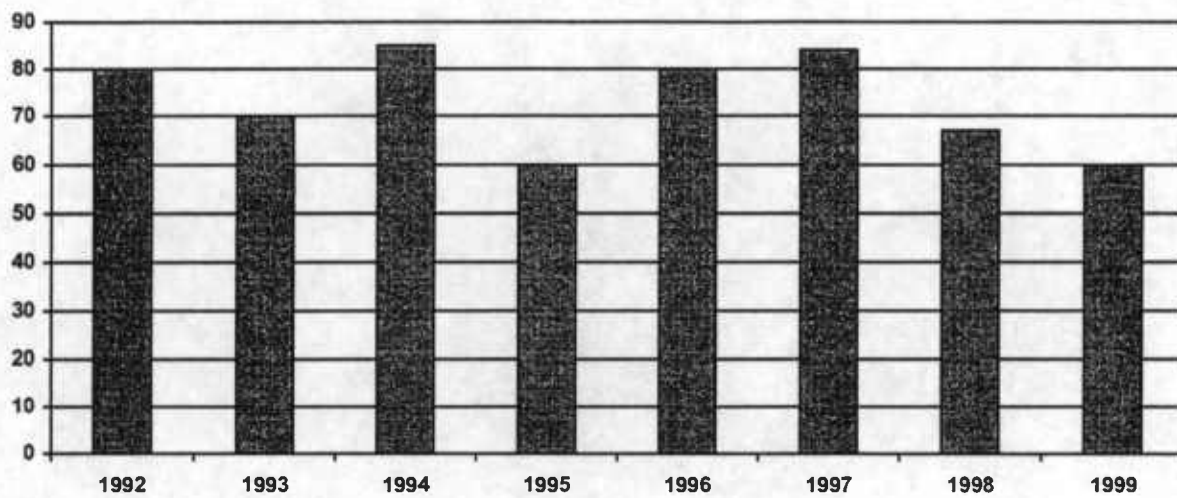### Commercial Vehicle Injury Accidents

Figure 3

Accident Trends
Commercial Vehicle Fatal Accidents

POST CRASH INVESTIGATIONS

The Maryland State Police and the Maryland Transportation Authority Police are charged with the responsibility of performing investigations into the causes of fatal or serious injury collisions, whether the crashes are equipment related or driver error. During calendar year 1999, MSP personnel conducted 125 post crash investigations, 15 of which uncovered mechanical defects which were either causative or contributory. The MdTAP performed 53 post crash investigations, 12 of which indicated either causative or contributory mechanical defects. Post crash investigations are vital to crash investigators and help them determine the at-fault vehicle in many instances. Testimony by the post crash investigator is essential in traffic, criminal and civil court proceedings.

PROGRAM ACTIVITIES

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

The Motor Carrier Safety Assistance Program (MCSAP) has completed its fourteenth year of operation. The program involves six State agencies, the Maryland Department of Transportation (MDOT), the State Highway Administration (SHA), the Public Service Commission (PSC), the Department of Maryland State Police (MSP), the Motor Vehicle Administration (MVA), and the Maryland Department of the Environment (MDE), working together to perform roadside and terminal truck and bus inspections, post-crash investigations involving commercial motor vehicles, issuance of commercial driver licenses and the preventive maintenance program.

MDOT through the SHA is the principal agency which oversees the program, manages the grants and budget, and is the liaison with the Federal Motor Carrier Safety Administration (FMCSA). The MSP is responsible for training and certifying all police officers and civilian inspectors in the state who are associated with the commercial vehicle inspection program. The MdTAP have sworn and civilian vehicle inspectors who monitor vehicle safety on highways under their jurisdiction and provide instructors to assist in the training and recertification process. Both the MSP and MdTAP operate weigh and inspection stations located at strategic points along the Maryland highway system to weigh vehicles for compliance with state weight regulations and to inspect commercial vehicles for safety compliance. A list of these locations is included as Appendix D.. Additionally, eight (8) local law enforcement agencies in the state conduct roadside inspections in an effort to promote highway safety. In 1999, MSP conducted 63% of the inspections, Maryland Transportation Authority Police (MdTAP) 29% and the other participants conducted 8%. The MDE provides training and technical assistance in the field of hazardous materials, working in teams with the MSP and MdTAP inspectors. The Transportation Division of the PSC enforces the laws and regulations pertaining to the safety, rates and services of private transportation companies operating intrastate passenger carrier in Maryland. The MVA is responsible for the issuance of commercial driver's licenses and maintenance of associated records. MVA is also responsible for the issuance of commercial vehicle titles and intrastate registrations as well as the International Registration Plan (IRP).

Although they receive no MCSAP funding, the MdTAP, the Maryland Port Administration, the Maryland Aviation Administration and Comprtoller's Office are major contributors to the Maryland Motor Carrier Program.

PREVENTIVE MAINTENANCE PROGRAM

The Preventive Maintenance (PM) Program activities focus on two efforts. The first is enforcement and the second is recognizing those carriers who demonstrate excellent compliance with the program.

The enforcement program incorporates two phases: an initial PM audit and a compliance audit. The initial PM audit is conducted by the MSP Commercial Vehicle Enforcement Division (CVED) or PSC inspector. The inspector provides the company with a list of items regarding their compliance with the PM requirements. The PM audit lists all defects, both administrative and vehicle, that must be corrected by the vehicle owner within 30 days. In addition, inspectors randomly select company fleets for a Level V inspection, which is an audit of a carrier's compliance with the PM program via inspection at their terminal facility.

The second phase is a compliance audit conducted as a follow-up to the initial audit. If non-compliance is found, vehicle registrations may be suspended based on review by supervisors and a recommendation to the Commander of MSP/CVED. The final decision regarding suspension of a vehicle registration is made by the Commander of MSP/CVED. Suspensions on behalf of the PSC are authorized by a PSC Hearing Examiner or the Executive Secretary of the PSC. The actual suspensions are put into effect by the MVA.

In 1992, as a means of promoting the program, and to obtain a voluntary compliance by the industry, CVED began a Letter of Recognition Program for those companies who were found to be in compliance on the initial audit. The number of initial audits has declined significantly and the number of compliance audits has increased since 1994. Once a motor carrier is visited initially, all subsequent visits are considered compliance audits and a large number of carriers had received their initial visit by the end of 1994. The sharp rise in the total audits for 1995 was due to a request by Maryland Motor Truck Association to audit their membership to be sure they were in compliance with the PM regulations.

Legislation was enacted during the 1999 legislative session that expanded the scope of the PM Program to include examination of driver qualification files, hours of service records, insurance records and drug and alcohol testing records, and any other records required by Section 25-111 of the Maryland Vehicle Law. The expansion became effective October 1, 1999.

Table 1
Preventive Maintenance Program Results

	1995	1996	1997	1998	1999
Initial Audits	1,348	1,091	1,219	1,092	934
Compliance Audits	2,679	2,184	2,132	2,346	2,833
Total Audits	4,027	3,275	3,351	3,348	3,767
Recognition Letters	148	95	71	56	17
Citations Issued	170	175	118	222	246
Suspended Registrations	48	49	150	101	99

COMPLIANCE REVIEWS

In 1995, the FMCSA requested that the MSP participate in their Compliance Review (CR) Program which provides an in-depth study of a motor carrier's safety compliance and contributes to a rating. A visit for a CR is generated by FMCSA's SAFESTAT computer system which is a compilation of crash and safety data. An unfavorable CR rating could result in heavy fines and/or imprisonment for carrier officials. The MSP has assigned one transportation inspector to perform CR's on a full time basis and two transportation inspectors part time. During 1999, the full time inspector performed 7 CR's, but resigned in June to take employment with the FMCSA. That inspector has not been replaced. The two part time inspectors performed 19 between them. Violations relating to driver qualification files, insurance records, hours-of-service records and drug/alcohol testing found during a PM visit may be reported to the FMCSA and cause a CR to be initiated. The most frequent violations found in 1999 were, in order; (1) Incomplete driver qualification files; (2) Inadequate evidence of drug/alcohol testing; (3) No hours-of-service records.

VEHICLE/DRIVER INSPECTIONS

Since the inception of MCSAP, the out-of-service rates for Level I inspections dropped from 59% in 1986 to 31% in 1999. While there is no obvious reason for the decrease in vehicle and driver out-of-service rates for 1999, it is believed that education and voluntary compliance on the part of the motor carrier industry are chiefly responsible. It should be noted that as technology improves and enforcement personnel are better able to identify non-compliant carriers and select them for inspection, the vehicle and driver out-of-service rates are likely to rise, although that has not been the case thus far.

Accident data over the past years has shown that driver error continues as the leading contributing factor in the majority (approximately 90% to 95%) of all commercial motor vehicle accidents. As highway safety is a primary concern, steps have been taken to increase the number of Level II (driver/vehicle walk-around) and Level III (driver only) inspections. These inspections focus more on the commercial vehicle operator than on the vehicle. This was accomplished by having personnel step up enforcement of moving violations. On many traffic stops, certified personnel will conduct a Level II or Level III inspection. Additionally, MSP and MdTAP personnel have been cross-trained in both weighing and inspecting of vehicles. Having all personnel trained to inspect enables officers to conduct a Level II or Level III inspection on traffic stops when conditions permit it to be done safely.

During 1999, CVED and MdTAP instructors trained 46 new Maryland Level I inspectors from different jurisdictions. They conducted nine Level I recertification classes to recertify 257 individuals. Additionally, 3 individuals were trained in Level III inspections and 18 received training in cargo tank inspections. The continuing education and training programs are intended to ensure the integrity of the inspections that personnel are conducting while enforcing commercial motor vehicle traffic violations. CVED personnel also provided week-long training classes for the National Training Center of the FMCSA and instructed two MSP recruit classes in commercial vehicle regulations.

The following is a statistical summary of inspections by all participating agencies for 1998 and a comparison for the past five (5) years:

Table 2

Vehicle/Driver Inspection Summary

Year	Total Inspections	Vehicle Out of Service Rate*	Driver Out of Service Rate
1995	87,446	36%	7.4%
1996	99,692	36%	6.3%
1997	106,199	37%	7.2%
1998	103,432	33%	6.2%
1999	102, 932	31%	6.9%

(*Level I vehicle inspections only)

The number of inspections by level are as follows:

Level I	30,361
Level II	31,848
Level III	36,705
Level IV	988
Level V	3,030

The most predominate defects extracted from all levels of inspections were:

Brakes	36,157	violations
Lighting Devices	31,035	violations
Log Books	17,354	violations

Figure 4

Driver/Vehicle Inspections Conducted
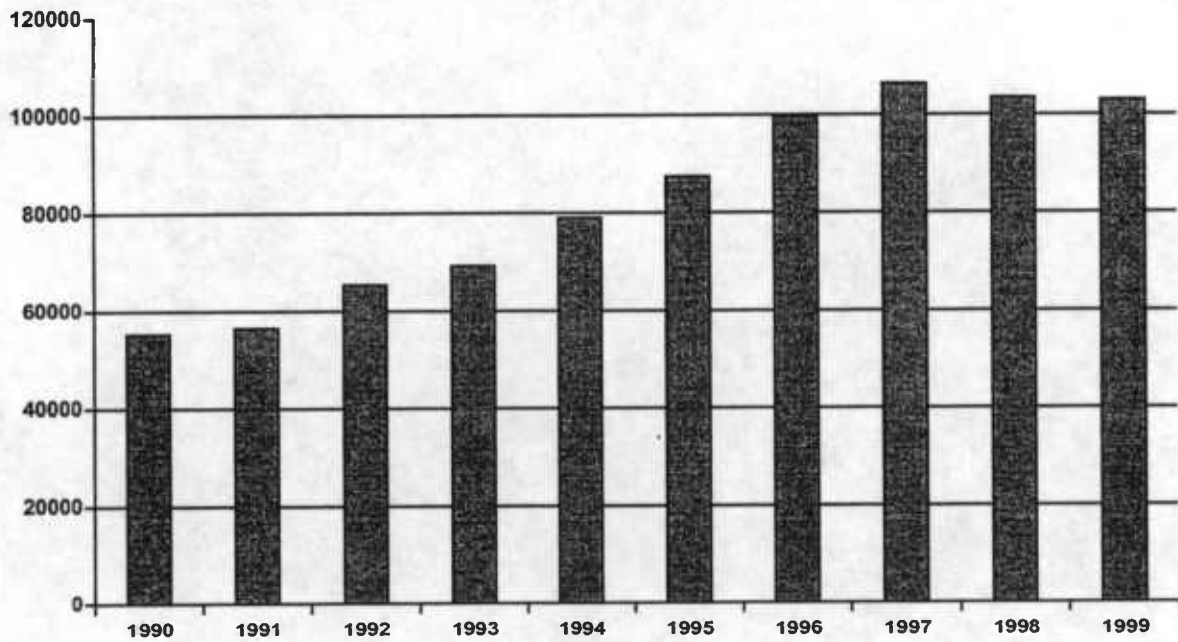## All Inspection Levels

Figure 5

Percent of Trucks Out of Service
Level I Inspections
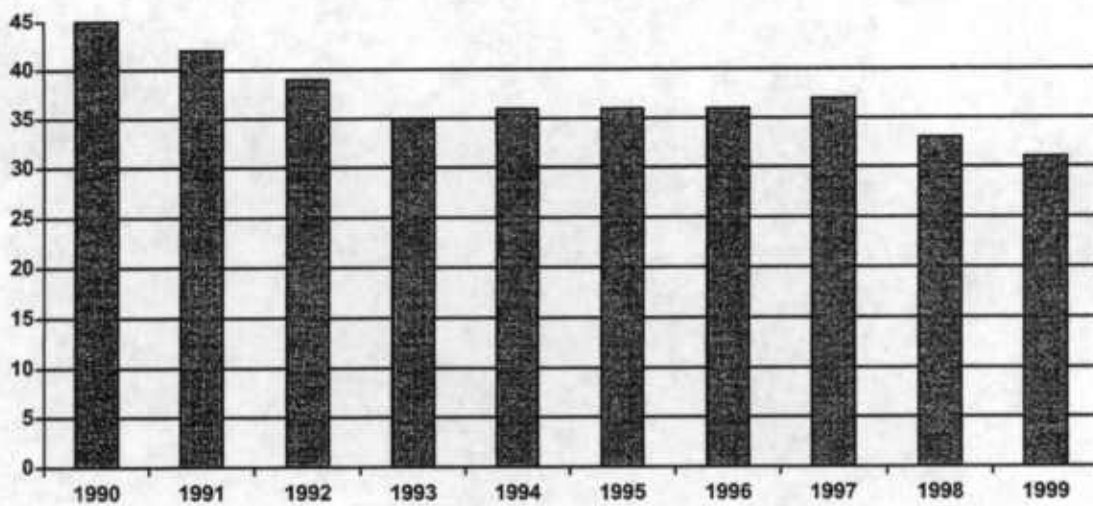
Figure 6

Percent of HazMat Trucks Out Of Service
Level I Inspections
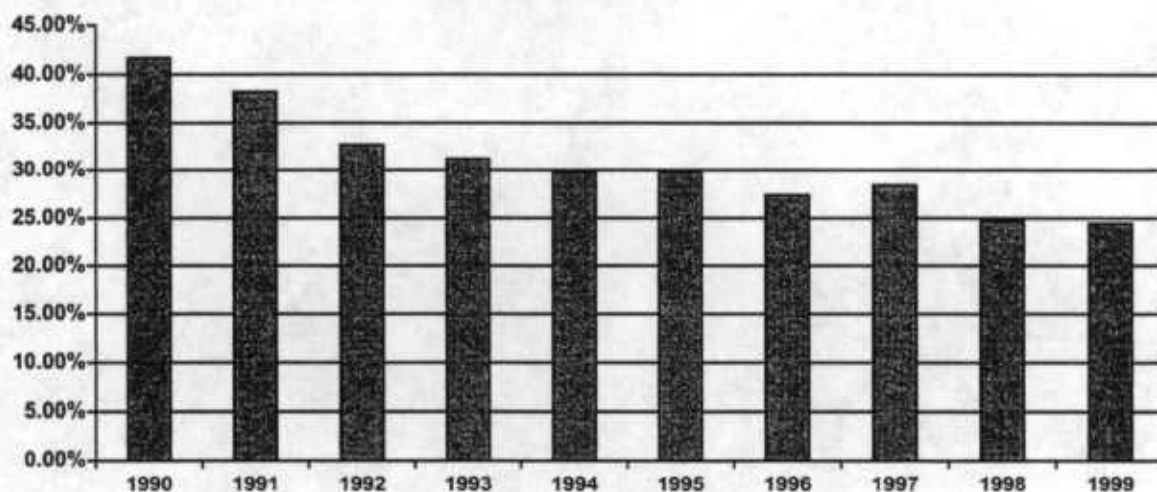
The percentage of trucks placed out of service in Level I inspections has fallen from a high of 59% in 1989 to the current level of 31% in 1999 (Figure 5). The percentage of hazardous materials (HAZMAT) trucks placed out of service decreased from 53.0% in 1989 to 24.5% in 1999 (Figure 6). The percentage of drivers placed out of service fluctuated between 3.7% in 1990 and 6.9% in 1999 (Figure 7). The anticipated result of increased enforcement is to encourage compliance on the part of drivers and vehicle owners evidenced by decreasing Out-Of-Service levels. However, as technology and enforcement strategies improve, the ability to recognize and capture a greater number of offenders can have the opposite effect on these percentages.

Figure 7

Percent of Drivers Out of Service
All Inspection Levels
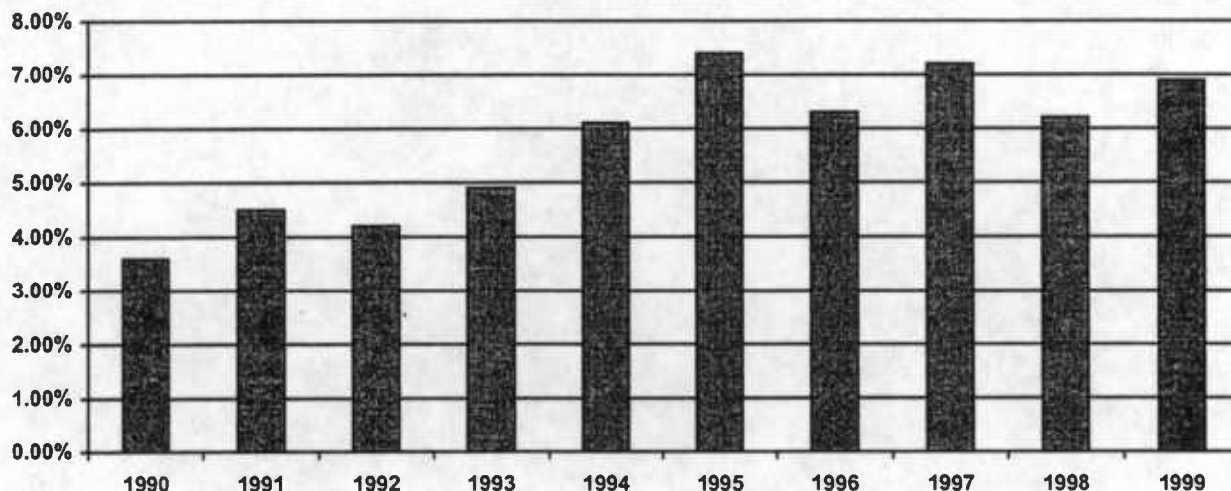
VEHICLE SIZE AND WEIGHT ENFORCEMENT

There are 11 fixed weigh/inspection stations located throughout the State, and seven additional "pull-off" locations that accommodate roving crews for mobile operations. A listing of these locations is included in Appendix D. Maryland's weigh/inspection locations are responsible for the greater portion of the weight and safety enforcement activities which monitor commercial vehicle traffic on the interstate highways and state routes. Fixed locations are situated on the major interstates and routes which are regularly traveled by commercial vehicles. The effectiveness of these enforcement activities also depends greatly on the roving patrols. Currently, there are 21 roving teams patrolling the highways in Maryland, 16 of which are from the MSP and five are from the MdTAP. Each MSP roving team is comprised of a sworn officer (corporal/trooper 1st class) and either a transportation inspector or a cadet. Each MdTAP roving team has one or two sworn officers (officer II/corporal) and a cadet. During their patrols, these teams are responsible for enforcement of the commercial vehicle size and weight regulations for areas not served by fixed weigh locations. They also act to enforce Federal Motor Carrier Safety Regulations (FMCSR) for those vehicles and drivers who do not normally use interstate highways where fixed sites are situated. Discussions concerning the construction of additional pull-off sites and fixed facilities took place in 1999 and will continue into 2000.

Table 3

Comparison of Weight Enforcement Activities

Year	Fixed Scales	W-I-M	O/Wt Citations	Fines Issued	% OW Citations
1995	1,389,729	706,148	16,284	$6,937,859	1.2%
1996	1,800,755	868,961	25,667	$7,886,614	1.4%
1997	1,960,801	1,623,511	24,719	$3,477,796 *	1.3%
1998	1,864,310	1,530,583	23,209	$3,363,830 *	1.2%
1999	1,743,947	888,587	21,916	$3,188,076 *	1.3%

* Overweight fines only (previous years included all fines issued)

Table 3 includes statistics from the MSP and MdTAP and show a slight decrease in all totals in 1999 when compared to 1996 through 1998. That trend may continue in the future as law enforcement dedicates more manpower to focus on traffic violations committed by drivers in a effort to reduce crashes involving commercial motor vehicles. It must be noted that the number of fixed scale weighings includes an unknown number of WIM weighings. An exact or estimated number cannot be determined due to the lack of operable counting devices at the facilities. Most of the sharp decline in WIM weighings in 1999 may be attributed to equipment failure concerning the WIM's on the northbound side of the Perryville TWIS.

Figure 8

Comparison of Weight Enforcement Activity
Fixed Scales vs. Weigh-in-Motion

20
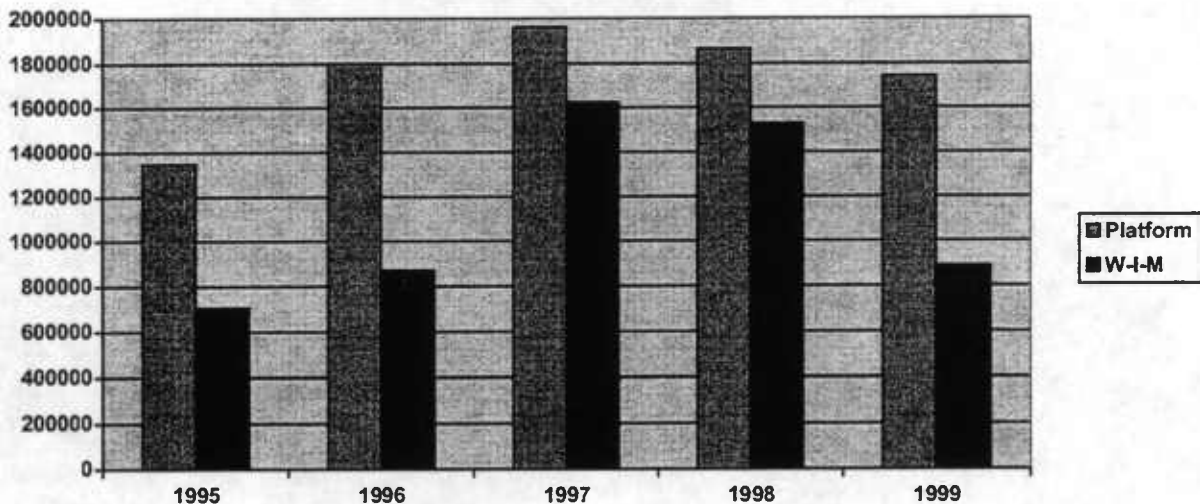
OVERSIZE-OVERWEIGHT HAULING PERMITS

The Hauling Permits Section of the Motor Carrier Division (MCD) of SHA is responsible for the issuance of permits for oversize/overweight vehicles or objects using Maryland roadways. In State Fiscal Year 1999, the number of permits issued was 128,173, generating fees totaling $6,751,628.

The Automated Hauling Permit System (AHPS) has proven to be capable of managing permit issuance and accounting aspects of the program thus far. They are now able to process more permit applications with a shorter turnaround time and with a smaller staff than in the past. The system is undergoing enhancements as necessary to produce a better product and improve customer satisfaction. The MCD plans to have customer training classes in the spring of 2000. Customer service has already improved because of faster and more accurate issuance of oversize/overweight permits with the daily count rising approximately 35%.

Figure 9

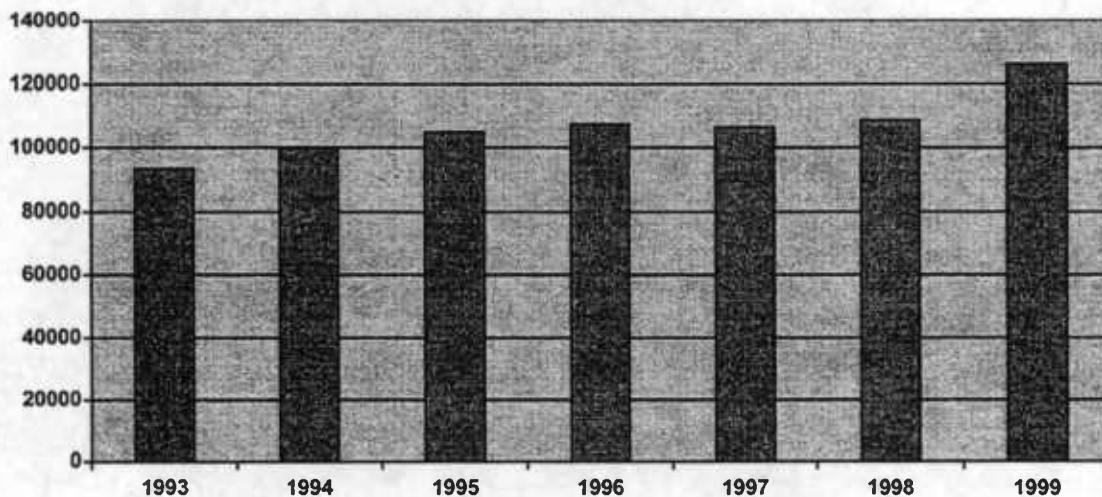### Oversize/Overweight Vehicle Hauling Permits Issued

Figure 10

Oversize/Overweight Hauling Permit Fees Collected
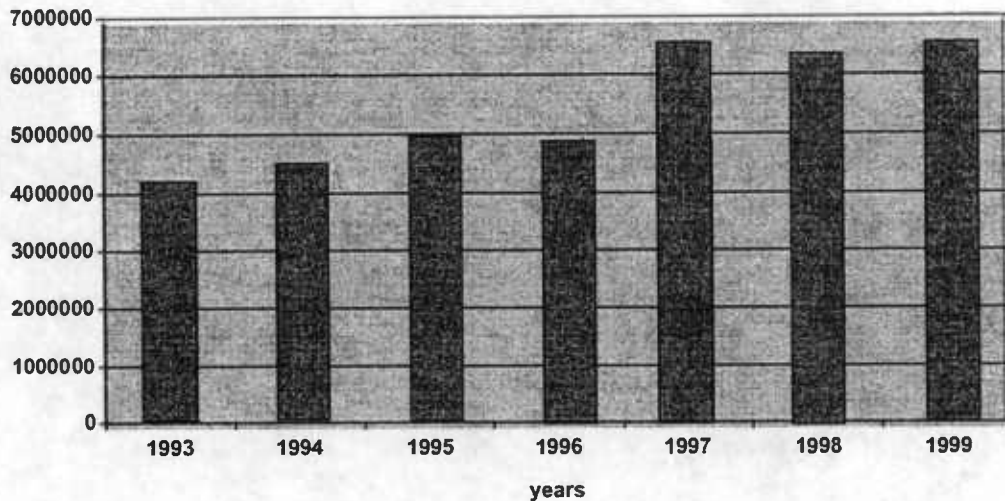
OFFICE of MOTOR CARRIER POLICY

The OMCP was established in 1998 within the Secretary's Office of the Maryland Department of Transportation (MDOT) as a result of a recommendation contained in the Maryland Motor Carrier Program Strategic Plan. The duties of the OMCP are quite varied: however, the primary function is to serve as liaison for government and industry and to work with various committees to coordinate the overall efficiency and effectiveness of the Program. The OMCP acts as chair for the IACG. The IACG has a Legislative Committee, a Strategic Planning Committee, an Outreach Committee and a Roadside Committee.

During 1999, the OMCP lead a successful legislative effort with all five motor carrier bills submitted by the Legislative Committee being enacted into law. See appendix "E" for a synopsis of the bills. The OMCP was a primary participant supporting legislators in the drafting of a bill to implement a Diesel Emissions Control Program. The bill was enacted.

The OMCP made a number of presentations to various groups regarding the Maryland Motor Carrier Program, such as the Federation of Tax Administrators, the Baker's Association and Maryland Motor Truck Association (MMTA). The OMCP was also active in national, regional and local organizations including ITS America, the Commercial Vehicle Safety Alliance, the I-95 Corridor Coalition, the Baltimore Metropolitan Council (BMC), the Maryland Distribution Council (MDC) and the BWI

Development Council. The OMCP also participated as a judge in the MMTA Safe Truck Driving Championships.

The OMCP was instrumental in obtaining funding for an ITS deployment earmarked for CVISN from the federal government for fiscal year 1999. Funding was also obtained from the I-95 Corridor Coalition for three projects: 1) software development for electronic screening; 2) evaluation of the Kentucky IRP system for potential use in Maryland; and 3) providing information to commercial vehicle drivers on the location of rest areas.

The IACG and local trade associations sponsored Industry Day in May of 1999 at the Perryville TWIS. This was an opportunity for industry, government and the private sector to come together and learn about what is new on Maryland's transportation horizon.

The OMCP participated in the 1999 Governor's Technology Showcase at the Baltimore Convention Center. We demonstrated, along with the Maryland Transportation Authority, the electronic transmission of information for commercial vehicle inspections used in the CVISN program. The OMCP oversees the CVISN project for Maryland. Level I capabilities have been demonstrated to the FMCSA with deployment and operation due in CY 2000.

The OMCP and the BMC, in observance of International Highway Transportation Safety Week, co-sponsored an event to recognize the new truck services signs to be placed on I-95. The signs are a result of the BMC's Truck Rest Area Task Force, which had representation from the public and private sectors. The signs were installed during the summer and direct truckers to private truck stops. Smaller signs were erected at the I-95 Welcome Center.

The OMCP, MDC, MMTA and the Maryland Department of Business & Economic Development co-sponsored "CROSSROADS", a one-day symposium on trucking, distribution, and Maryland's economy. Leaders from the private and public sectors met to address the choices and challenges facing Maryland's transportation industry. Keynote speakers were John Collins, President and CEO of ITS America, and Edward Emmett, President and CEO of the National Industrial Transportation League.

The OMCP works closely with the Morgan State University National Transportation Center (MSU/NTC). MSU/NTC investigated the feasibility of performing a study to determine the effects of weight on commercial vehicle safety, and what the State could expect to learn from that study. It was determined that the data needed for such a study is not available and could not be cost effectively obtained. MSU/NTC prepared a report entitled "Organizational Theory, Structure and Change Management: A Literature Review". This study describes how change is accomplished and received by various stakeholders. In addition, Drs. Bapna and Zavari produced two technical reports, one entitled "Maryland Motor Carrier Program Safety Assurance Evaluation", which documents the total number of safety inspections conducted at several fixed and

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roving inspection sites. The other report is titled "Maryland Motor Carrier Program Safety Inspections of Commercial Vehicles at Maryland Weigh/Inspection Facilities". This report evaluates activities of Maryland's roadside enforcement program due to current implementation of CVISN related computer and communications systems used to collect and distribute safety related data. MSU/NTC provided a student to work in the data center at the MVA as part of a grant agreement.

DEPARTMENT OF MARYLAND STATE POLICE

The Maryland State Police, CVED, is the lead enforcement agency for the MCSAP. They are responsible for the training and recertification of all commercial vehicle inspectors in Maryland and frequently assist other jurisdictions with their training. They are responsible for the operation of 11 full time fixed TWIS sites and four sites that are used on a part time basis. All sites are identified in Appendix D. The Preventive Maintenance Program, the Inspection Repair and Audit Program (IRAP), and Compliance Reviews are also the responsibility of CVED. All Driver/Vehicle Inspection Reports that are issued in Maryland are sent to CVED to be entered into SAFETYNET for uploading to the FMCSA. CVED has representation on all committees in the Maryland Motor Carrier Program and in other organizations that are involved with motor carrier safety, including the I-95 Corridor Coalition, CVSA, The Baltimore Metropolitan Council, the Maryland Mobile Data Users Group and the SAFER Steering Committee. MSP/CVED worked closely with the MVA and the PSC regarding the structural integrity of stretch limousines and their relationship to the definition of "commercial vehicle".

Other activities in which MSP/CVED was involved may be found in the "Special Projects" section of this report. Table 4 contains some pertinent statistics for MSP/CVED:

Table 4

	1997	1998	1999
Total Vehicles Weighed	1,394,411	1,286,090	1,430,540
Weigh-IN-Motion	606,660	315,401	172,209
Overweight Citations	16,580	15,705	15,770
Total Citations	40,296	44,180	43,215
Total Warnings	26,808	25,855	28,318
Seatbelt Citations	4,310	4,314	4,665
Roadside Inspections	59,486	65,515	64,581
Alcohol Violations	95	141	162
CDS Violations	16	25	12
Total Fines	$5,774,488	$5,263,876	$5,296,231

MARYLAND TRANSPORTATION AUTHORITY POLICE

The Maryland Transportation Authority Police (MdTAP) are charged with the responsibility of providing enforcement for driver/vehicle inspection regulations and compliance with Maryland weight laws at six locations that can be found in Appendix D. The MdTAP has representation on all committees involved in the Maryland Motor Carrier Program as well as other organizations associated with motor carrier safety. Other organizations include the I-95 Corridor Coalition and CVSA.

In 1999, they performed approximately 28.8% of driver/vehicle inspections for a total of 29,665, and 27.8% of the total truck weighings with 485,616. Additional statistics are provided in Table 5:

Table 5

Statistical Summary

	1997	1998	1999
Inspections	39,013	29,253	29,665
Vehicles Out of Service	6,085	4,951	4,854
% Vehicles Out of Service	29.9% *	28.9% *	25.6%*
Drivers Out of Service	3,375	2,345	6,146
% Drivers Out of Service	8.65%	8.02%	8.5%
Fines (from Inspections)	$1,140,88	$858,473	$1,006,147
Fines (from overweight)	n/a	$1,134,332	$965,373
Total Trucks Weighed	580,958	578,348	485,616
Trucks Overweight	9,777	7,504	6,146
% Trucks Overweight	1.68%	1.30%	1.26%

(* = Figure based on Level I and Level II inspections)

The increase in the number of drivers placed out-of-service and the higher out-of-service percentage can be partially attributed to a concentration on Level III inspections in 1999 as opposed to previous years. During 1999, the Maryland Transportation Authority Police provided a facility and judges for the Landstar Regional Driving Championships and for the H&S Bakery Rodeo. They conducted 10 orientation sessions for students enrolled in truck driver training programs conducted by area community colleges and provided an information booth at the Petro Truck Stop on Driver Appreciation Day. MdTAP participation in other projects is noted in the "Special Projects" section of this report.

MARYLAND PORT ADMINISTRATION

The Port of Baltimore handled 23.3 million tons of cargo in the 12 months ending in September 1999. Vessel calls in 1999 totaled 1,820. Approximately 6.4 million tons of general cargo was handled at the Maryland Port Administration (MPA) terminals, an increase of 5.4 percent over the previous year. Total container tonnage was 4.44 million tons, an increase of 2.7 percent. MPA terminals handled 214,000 automobiles in the 12 months ending in September 1999, an increase of 15 percent. Private terminals handled an additional 63,000 vehicles during the same time period. There was a tonnage

increase in import autos and medium-sized trucks for a retention of market share in this highly competitive market sector. Exports decreased slightly in 1999. There was also a slight decline in the roll-on, roll-off tonnage, but the Port of Baltimore retains it's position as the leading port in the U.S. for that commodity. Breakbulk forest products, such as pulp, paper and lumber, accounted for 734,000 tons at MPA terminals in 1999, an increase of more than 40 percent over 1998.

Late in 1999, the MPA installed new computer support software from NAVIS. With the new software the MPA provides superior service to it's customers through the fully integrated EXPRESS/SPARCS system. EXPRESS manages all terminal business transactions such as billing, import/export processing, bookings, electronic data interchange (EDI) support, gate activity and equipment management. EXPRESS enables streamlined EDI with terminal customers and can be configured to support each customer's unique procedures and business rules. Built-in interfaces to various gate techniques enable instant data input, moving trucks through the gates more efficiently. SPARCS integrates real-time terminal planning and operational control, optimizing utilization of labor, yard space, and handling equipment to maximize productivity, efficiency and profitability.

MOTOR VEHICLE ADMINISTRATION

The Motor Vehicle Administration (MVA) is responsible for the issuance of titles and registrations for all Maryland commercial vehicles that operate intrastate, and for the enrollment of interstate trucks and buses into the International Registration Plan (IRP). The Motor Carrier Services Section of the MVA was recently successful in staggering IRP registrations and presently has 8,873 accounts representing 26,505 vehicles. Of those accounts, 7,457 were renewals and 1,416 were new. They processed 182 supplemental applications electronically and issued 364 temporary credentials.

The MVA is also responsible for the issuance of Commercial Drivers Licenses (CDL) and maintenance of associated driver records. There were 12,107 CDL's issued in 1999 which brings the total number of CDL's in Maryland to 134,272.

MARYLAND DEPARTMENT OF THE ENVIRONMENT
HAZARDOUS MATERIALS TRANSPORTATION SECTION

The safety of hazardous materials has three principal components: (1) accident prevention, including regulations and enforcement (2) emergency response when accidents/incidents occur and (3) research and planning. Although emergency response arouses the most intense public interest, all three activities are independent and necessary for the safe and efficient transportation of hazardous materials.

The goals of the Hazardous Materials Transportation Section (HMTS) are to reduce the risk and severity of highway accidents/incidents involving the transportation and/or

storage of hazardous materials, and to insure that accurate information is available to emergency responders.

Personnel in the HMTS have expertise and technical resources regarding hazardous materials that far exceed that of other program personnel. The members form a resource center for information concerning the regulations governing hazardous materials and provide other agencies in the Maryland Motor Carrier Program with technical expertise involving their transportation and storage.

The outreach component of this Section reaches trucking industry personnel and the general public. Personnel from the HMTS make themselves available to assist industry with compliance procedures concerning hazardous materials regulations. They are called upon to assure the public that hazardous materials regulations set forth for industry will protect human health and the environment.

The Section has six Hazardous material Specialists that support all local and State enforcement agencies. Support includes court testimony, crash investigation and inspection of vehicles carrying hazardous materials. They have also been trained to support emergency response personnel statewide in the event of a hazardous materials accident/incident.

The following reflects the activities of the HMTS for 1999:

Table 6

Total # of Inspections	3723
Hazmat Inspections	1496
Hazmat Responses	94
Educational Visits	39
Court Appearances	74

MARYLAND PUBLIC SERVICE COMMISSION
TRANSPORTATION DIVISION

The Transportation Division enforces the laws and regulations of the Maryland Public Service Commission pertaining to the safety, rates, and services of passenger transportation companies operating in intrastate commerce in Maryland. The Commission's jurisdiction extends to most intrastate for-hire passenger carriers by motor vehicle or waterborne vessel, for-hire railroads, and taxicabs in several jurisdictions. Activities of interest to the motor carrier industry in 1999 included:

Regulation of Passenger Carriers

The Transportation Division received and investigated 256 applications for operating authority, 27 of which were withdrawn by the applicant during the investigation. The

Division recommended approval of 229 applications to the Public Service Commission in 1999, which was 60 more than in 1998.

The majority of carriers regulated during the year were those which had been granted initial operating authority prior to 1999. The total number of carriers regulated by the Commission at the end of 1999, including new and existing carriers, was 1015.

Table 7

Inspection of Passenger Carriers

	Inspections by PSC Inspectors	Inspections by Md Insp. Stations	Vehicles W/defects	OOS for Safety Violations
Regular Schedule Passenger	180	3	13	1
Charter/Contract Passenger	8,199	737	396	96
Reg. Schedule and Charter/Contract	1,102	8	55	8
Total	9,481	748	437	105

The Division coordinated it's safety inspections of large commercial vehicles and safety reviews of carriers with the MDOT, the MSP, MDE and the Maryland Transportation Authority. The Division also participated in CVISN with other State agencies to develop a system for the electronic exchange of information between agencies involved in the regulation and taxing of motor carriers.

BWI AIRPORT

As a result of the continued expansion of both domestic and international cargo services, the Midfield Cargo Complex (MCC) has been identified in the BWI Airport Master Plan to provide additional air cargo capacity. The MCC provides for the design and construction of infrastructure for a new air cargo complex south of runway 10/28. Construction activity for 1999 included site preparation for up to four cargo buildings, associated taxiways, utilities and access road improvements.

Below are the BWI total cargo volumes (pounds) for the last five years which include freight and mail:

1995   325,679,837
1996   371,150,828
1997   440,777,263
1998   519,225,297,
1999   496,461,494

STATE HIGHWAY ADMINISTRATION

The State Highway Administration (SHA) has been designated by the Maryland Department of Transportation as the lead agency for the Motor Carrier Safety Assistance Program (MCSAP). That responsibility was in turn given to the Motor Carrier Division (MCD) through the Office of Traffic and Safety (OOTS). The MCD works closely with the enforcement community and other agencies with motor carrier responsibilities to develop motor carrier safety programs and promote existing programs. MCD is responsible for writing and managing numerous federal grants, including the annual Commercial Vehicle Safety Plan (CVSP) and the annual Size and Weight Plan. Both plans are necessary to obtain federal funding for the MCSAP and road construction funding. The MCD is responsible for publishing the Maryland Trucking Handbook, the Maryland Trucker's Map and the Maryland Motor Carrier Program Annual Report. The MCD provides data analysis and technical support for the MMCP and various enforcement agencies. They are responsible for the uploading of crash data to the Motor Carrier Management Information System (MCMIS) for the FMCSA. The Hauling Permits Team within MCD issues permits for vehicles that exceed legal size and weight limits set by the Federal Highway Administration and the State of Maryland (see page 21). The MCD designs, develops, coordinates and manages the statewide Truck Weigh Inspection Station (TWIS) program except on toll roads and bridges. They evaluate and make recommendations regarding the use of ITS technologies at TWIS facilities and coordinate related activities with other states to improve efficiency. MCD coordinates roadside ITS applications with the CVISN program at TWIS facilities owned by SHA and assists other agency partners with their program applications.

OFFICE OF THE COMPTROLLER
MOTOR FUEL TAX UNIT

The Motor Fuel Tax Unit of the Office of the Comptroller is responsible for the issuance of International Fuel Tax Agreement (IFTA) registrations for interstate carriers and the required decals. IFTA is an integral part of the CVISN program. They participate in the MMCP strategic planning process and are active in the IACG. The unit also has representation on the Legislative Committee and the Maryland Motor Carrier Program Advisory Committee.

INDUSTRY ACTIVITIES

INDEPENDENT TRUCKERS AND DRIVERS ASSOCIATION - ITDA

In 1999, the Independent Truckers and Driver's Association (ITDA) continued to pursue it's primary goal of improving commercial vehicle and driver safety on the nation's highways. For example, in testimony before the House Subcommittee on Ground Transportation on March 25, 1999, ITDA proposed that new entrants to the trucking industry be required to demonstrate knowledge of the Federal Motor Carrier Safety Regulations and present a compliance plan. ITDA's suggestion was supported by Congress and included in the Motor Carrier Safety Improvement Act of 1999, which was signed into law by President Clinton. U.S. Secretary of Transportation Rodney Slater cited the provision as one of the five most significant provisions in the new law.

ITDA was also a member of the U.S. Department of Transportation's study on the Uniformity of Roadside Safety Inspections. The study began in late 1998 and was completed in late summer of 1999.

MARYLAND MOTOR TRUCK ASSOCIATION, INC.

Maryland Motor Truck Association (MMTA) was very active in highway safety throughout 1999.

In April, 1999, MMTA honored their president and CEO and his wife, Walter and Harriet Thompson, as the Association's "Persons of the Year". The event is held each year to honor individuals who have an outstanding record of promoting the transportation industry in Maryland.

In June, 1999, over 90 professional truck drivers participated in the 52nd annual Safe Truck Driving Championships at the Timonium Fairgrounds. During the course of competition, drivers have the opportunity to interact with judges, most of whom are from law enforcement and State agencies that have a connection to the trucking industry. Winners went to Tampa, Florida, to compete in the American Trucking Associations (ATA) National Safe Truck Driving Championship.

During August, 1999, Maryland participated in National Driver Appreciation Week. Many MMTA member companies honored their drivers with special events and recognition programs at truck plazas and other locations throughout the State. A number of TWIS facilities also participated in the special recognition of truck drivers.

In October, 1999, MMTA held it's annual management conference. MMTA member company executives come together at the event to network and attend seminars regarding transportation issues. Arthur Kelly of the Terminal Corporation was elected MMTA Chairman for 1999/2000. Also in October, 1999, the MMTA Safety Management Council received the Summa Cum Laude Award from the ATA for excellence in safety management programs. The Safety Management Council enlists experts in the field of truck safety to speak at monthly dinner meetings.

In December, 1999, MMTA held it's annual banquet to honor the Drivers of the Month, Driver of the Year and Safety Supervisor of the Year. Winners are chosen from over 75 applications submitted by member companies. The MSP/CVED makes the final selection for Driver of the Year. The 1999 Driver of the Year was Mr. Frank Watson, a driver for Giant Food, Inc. The Safety Supervisor of the Year was Mr. Gary Kettell of Hahn Transportation.

SPECIAL PROJECTS AND EVENTS

SAFE DRIVING CHAMPIONSHIPS

Members of the Maryland State Police, Maryland Transportation Authority Police, Maryland Department of Transportation, State Highway Administration and Maryland Department of Environment staffs served as judges at ten (10) safe driving championships. This has allowed one-on-one contact with drivers and safety supervisors from the motor carrier industry.

SAFETY SEMINARS

Maryland State Police, State Highway Administration and Maryland Department of the Environment and the Maryland Transportation Authority Police staffs were involved in more than 60 safety seminars in 1999. These presentations were made to schools, community groups, trucking companies, trucking associations, insurance companies and others. State agencies are acutely sensitive to the importance of effective public awareness as it relates to commercial vehicle safety issues.

TRUCK PARKING

Driver fatigue has been recognized as a significant factor in accidents involving commercial vehicles as well as passenger vehicles. During 1998, a truck parking study was begun in Maryland to determine if the available capacity is adequate to meet the demand for commercial vehicle drivers that need to sleep. Under the leadership of the Baltimore Metropolitan Council, members of the Maryland State Police, State Highway Administration, the Department of Transportation, Transportation Authority Police, trucking and truck stop associations and individual trucking companies, conducted surveys and observations. The preliminary indication is that parking is generally adequate, with some exceptions on specific corridors.

Developing the means to publicize truck parking locations is a part of this initiative. The inclusion of Park and Ride Lots where truck parking is permitted is included in the Maryland Trucking Handbook. A revision of the Maryland Truckers Map is in progress and printing is anticipated in the fall of 2000. New signs on I-95 and at the Laurel Rest Area on I-95 were installed in the spring of 1999 to advise truck drivers of additional truck parking and services.

In an effort to provide commercial vehicle drivers with a safe and convenient place to rest, the Maryland State Police (MSP) and The Maryland Transportation Authority Police (MdTAP) continue to make a number of their weigh/inspection facilities available for truck parking during non-operational hours. Those locations are:

1. I-68 eastbound at Finzel (MSP)
2. I-70 eastbound at New Market (MSP)
3. I-70 westbound at West Friendship (MSP)
4. I-270 northbound at Hyattstown (MSP)
5. I-270 southbound at Hyattstown (MSP)
6. I-95 northbound at Perryville (MdTAP)
7. I-95 southbound at Perryville (MdTAP)
8. US 40 eastbound at Hatem Bridge (MdTAP)
9. US 40 westbound at Hatem Bridge (MdTAP)

MARYLAND TRUCKING HANDBOOK

The Maryland Trucking Handbook, produced by the State Highway Administration's Motor Carrier Division, has been a most effective tool in disseminating up-to-date information on regulations to the public. It is distributed to companies and individuals through the Motor Vehicle Administration, Maryland State Police, Maryland Motor Truck Association, Independent Truckers and Drivers Association and various government agencies. The revised book will again be edited, reprinted and released to the public. Another revision is expected shortly after the legislative session in April of 2000. The Handbook is also available for browsing or downloading, from the MDOT web site at **www.mdot.state.md.us.mmcp**(the world wide web address.) The web site

also contains valuable information on many other government and transportation related agencies. It is hoped that all trucking companies and their employees will use this handbook and the related electronic technologies to become more aware of their rights and responsibilities on Maryland highways. It is a valuable resource for truck routes, parking, registration, licensing, and important phone numbers. The Maryland Trucker's Map entered the revision process in 1999 and completion is expected in the summer of 2000.

PUBLIC INFORMATION

The #77 Program allows truck drivers and others to report all non-emergency highway situations that require police assistance by dialing #77 on their cellular phone. This service has been expanded statewide with the cooperation of the cellular phone companies. Motorist's calls are directed to the nearest Maryland State Police or Maryland Transportation Authority Police installation for quick response to emergency and non-emergency situations. Emergency calls are also received through the 911 system.

In 1994, the State Highway Administration Office of Traffic and Safety partnered with the Federal Motor Carrier Safety Administration to develop "Sharing the Road With Trucks", a national program designed to educate the motoring public about safe driving practices. In several subsequent public service announcements that were aired on national television, the "NO ZONE" around large trucks and buses was identified. They were blind spots on all sides of trucks and buses where a car could not be seen by the truck driver. Since the inception of the program, the State Highway Administration Motor Carrier Division (MCD) has been seeking ways of promoting this important message. During 1999, the MCD took a "NO ZONE" display to the Bay Bridge Walk along with Preston Trucking, Inc., which provided a tractor/trailer bearing the "NO ZONE" display. A similar display was used at the Delmarva Safety Council Convention with Perdue, Inc., providing the tractor/trailer. The MCD also manned a "NO ZONE" booth at the State Fair and provided demonstrations at schools.

INSPECTION REPAIR and AUDIT PROGRAM (IRAP)

When deficiencies are discovered during a roadside inspection, the carrier has 15 days to make necessary corrections and return a copy of the inspection report to MSP/CVED Headquarters certifying that those corrections were made. If certification is not received within the 15 day period, a letter is sent to the carrier informing them that they are not in compliance with the law. Another letter is sent if compliance is not received within 30 days. If the carrier still does not comply, a trooper or transportation inspector from MSP/CVED will visit the carrier office to check for compliance. If the carrier has no documentation that they have complied, enforcement action may be initiated in the form of citations and/or vehicle registration suspensions. During 1999, MSP/CVED assigned 56 IRAP carrier investigations. Of those 56 investigations, 38 carriers were found to be in violation and enforcement action was taken.

PROJECT "A.D.V.A.N.C.E." - AGRESSIVE DRIVERS

A.D.V.A.N.C.E. is an acronym for Aggressive Driver Video and Non-Contact Enforcement. The M SP has been working with the Aberdeen Test Center to develop technology to identify aggressive drivers on the Capital Beltway. Through the use of digital imaging and synchronized laser speed detection devices, it is possible to capture still and video images of vehicles in the act of committing traffic violations. The owner of the identified vehicle is sent a letter advising them of illegal and/or unsafe driving behavior. This is especially important because it allows for identification and counter measures to be performed without the need

for a traffic stop in the very busy traffic of the Capital Beltway. The initial deployment of this technology was in November, 1997, and additional improvements to equipment and processing are ongoing. For 1999, a total of 3,246 images of violations were collected, almost doubling the total of 1,734 from 1998 . From those 3,246 images, 1,865 warning letters were mailed to vehicle owners, 161 of which were for commercial motor vehicles.

JUDICIAL OUTREACH PROGRAM

Maryland's Commercial Vehicle Safety Plan (CVSP) for federal fiscal years 1998 and 1999 included a provision to increase efforts in the area of judicial outreach to assist judges and prosecutors who may not be thoroughly familiar with the FMCSR. In an effort to increase their awareness of those regulations, the Motor Carrier Division of the SHA purchased over 100 copies of the FMCSR in 1999 and sent one to each District Court judge in Maryland as an addition to their legal libraries.

Twice each year, the Motor Carrier Division of the SHA holds a meeting with representatives from all enforcement agencies that are active in motor carrier enforcement. During each meeting, attendees are solicited regarding any problems their personnel have encountered that may indicate a judge or prosecutor could benefit from additional information about commercial vehicle enforcement procedures.

During 1999, representatives from the Motor Carrier Division of the SHA and the MSP/CVED attended a Judicial Outreach Program (JOP) regional conference in Kingston, New York, which was conducted by the FMCSA.

CRIMINAL INTERDICTION TRAINING

Maryland's CVSP for FFY 1999 called for an increase in criminal interdiction activity. In June and July of 1999, the SHA/MCD and the MSP/CVED co-hosted two 2-day criminal interdiction classes that were presented by the FMCSA, National Training Center. The classes focused on methods of detecting both the use and transport of illegal drugs in commercial vehicles. The classes were attended by all sworn personnel from MSP/CVED and approximately 30 officers from the MdTAP. This training marked the beginning of an increased effort regarding criminal interdiction.

FATIGUED DRIVER DEPLOYMENT PROJECT (FADD)

During 1999, a sum of MCSAP money was made available to the MSP/CVED for overtime pay to combat fatigued driving by commercial vehicle operators on Maryland Highways. The focus of the project was to attempt to detect fatigued drivers through aggressive enforcement and take appropriate action. Project parameters required that enforcement action be taken during regular working hours as well. Personnel worked 1,697 regular hours, 221 overtime hours, conducted 768 driver/vehicle inspections and wrote 940 citations.

U.S. 301 CORRIDOR PROJECT

The U.S. 301 Corridor is a section of U.S. 301 on Maryland's eastern shore that begins at the U.S. 50/301 split in Queen Anne's County and continues to the Delaware state line. This route was selected because it contains a high proportion of commercial vehicle traffic (as much as 38% according to project planning). The purpose of this project, which began in August, 1998, is to improve the motorist's perception of the truck driver and to identify problems that professional truck drivers encounter on U.S. 301. Planned activities include the promotion of the "#77" program and the installation of rumble strips to reduce the number of single vehicle, fixed object crashes. Information derived from this project could aid in driver education programs and police safety enforcement efforts on the corridor. Discussions have also been held with Delaware officials to explore the possibility of some joint projects. Limited funding was made available in 1998 and 1999 for Maryland State Police Barracks along the U.S. 301 Corridor and for some MSP/CVED personnel to perform additional commercial vehicle enforcement and inspections on an overtime basis.

BACKBONE MOUNTAIN PROJECT

This project was aimed at preventing crashes on Maryland Route 135 on Backbone Mountain in Garrett County and was funded through a special grant from the FMCSA. Route 135 has a number of long steep sections approaching the town of Bloomington from the west with a 90 degree T-intersection at the bottom. In order to prevent runaway truck crashes, the MSP would check trucks for mechanical defects and weight violations before they descended the hill. During 1998, they weighed 84 trucks and conducted 967 inspections. As a result of those inspections, seven drivers and 129 trucks were placed out of service. The project officially ended on September 30, 1998, when construction of a runaway truck ramp was completed, however, MSP/CVED has continued to provide a presence on Route 135 in 1999 using monies from their operating budget.

COOPERATIVE ENFORCEMENT INITIATIVE

Part of the CVSP for Federal Fiscal Year (FFY) 1999 was to increase the involvement of city and county police agencies in the Maryland Motor Carrier Program. Toward that end, funds were made available to provide overtime pay for CVSA certified officers to patrol roads that are not normally patrolled by the MSP/CVED or the MdTAP. The goals were to increase the number of commercial vehicle inspections, enhance the existing level of traffic enforcement, discourage the use of county and city roads as TWIS bypass routes and improve highway safety by apprehending non-compliant carriers. Program efforts in FFY 1999 resulted in 532 manhours, 577 commercial vehicle inspections, 109 citations, 85 warnings and 49 Safety Equipment Repair Orders. The Initiative will likely continue in FFY 2000.

"TRASH NET"

"Trash Net" was conceived and developed by the Pennsylvania Department of Environmental Protection as a local project to address the transportation of municipal

waste from New York and New Jersey to privately owned landfills. Problems included leaking loads and improper signage. A large number of waste transporters travel through Maryland on their way to landfills in Virginia. It was also determined that a large number of the transporters travel through Maryland between 2:00 AM and 7:00 AM to arrive at Virginia landfills when they first open for business during the day.

Suspecting that many of the vehicles may not have been subject to inspection for quite some time, Maryland joined a three-day, multi-state enforcement project which was coordinated by the MSP/CVED with joint participation by the MdTAP, MDE, Anne Arundel County Police, Baltimore County Police and the Prince George's County Police. The project focused safety inspections, weight compliance and adherence to environmental regulations and was conducted in the early morning hours each day. In Maryland, 650 waste transporters were stopped, of which 79 were over weight and 87 were place out-of-service for equipment defects. Another 25 were placed out-of-service for driver violations.

INTERNATIONAL HIGHWAY TRANSPORTATION SAFETY WEEK

International Highway Transportation Safety Week is an annual event and usually held during the first week in June. During the first three days of the week, MSP/CVED and MdTAP TWIS facilities are open 24 hours each day for enforcement activities. On the fourth day, most TWIS facilities are closed and personnel are assigned to roving crews. The final day is usually designated "Driver Appreciation Day". Most TWIS facilities are open during normal hours and offer food and beverages to all drivers who care to stop and partake. It is an excellent opportunity to talk one-on-one with drivers in a non-enforcement setting to discuss issues of mutual concern.

FOCUS GROUP - UNIFORMITY OF ROADSIDE INSPECTIONS

One person from the Motor Carrier Division of SHA and one person from the ITDA were invited by FHWA to participate in a focus group and observation team which was established to provide practical information to the FMCSA, the CMV industry and MCSAP agencies regarding the uniformity of roadside inspections. The information gathered will be used to standardize enforcement of CMV regulations across North America. This effort began in the fall of 1998 and concluded in the fall of 1999. The gathering of information was accomplished through surveys, site visits to inspection locations and interviews with CMV drivers, enforcement personnel and state transportation administrators. The project is lead by the Illinois State Police and the Northwestern University Traffic Institute, Evanston, Illinois. The study resulted in a finding that a great majority of roadside inspections observed were uniformly conducted in accordance with CVSA North American Standard Inspection criteria. A copy of the final report, which contains other findings, recommendations and "best practices", may be obtained by contacting Mr. Chuck Shue, SHA Motor Carrier Division, 410-582-5721.

COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS - CVISN

The electronic credentialing component of the project has produced a system that will be used to electronically transmit IRP and IFTA related information. The delivery of the first version of a Carrier Automated Transaction (CAT) and the credentialing Interface

(CI) systems are positive accomplishments that Maryland will continue to enhance/test throughout 2000 and beyond.

Further development of the requirements and testing of data exchange associated with implementing electronic screening technology at weigh station facilities continued in 1999. System integration and software development related to the testing of this application in the prototype project were active throughout 1999. In the fall of 1998, Maryland tested a roadside operations computer at the West Friendship TWIS and tested the interface to the Commercial Vehicle Information Exchange Window (CVIEW) which resides at MVA. Information accessed included safety snapshots and credentialing snapshots at the carrier level. In the fall of 1999 at Perryville, JHU/APL used several test trucks with known weights and equipped with transponders programmed with different scenarios to test electronic screening. The test vehicles were driven over WIM's and their transponders transmitted the implanted information to the readers. Both weights and transponder information was properly interpreted by the Roadside Operations Computer (ROC) and the vehicle was given a "go, no go" signal. The test was deemed successful and the electronic screening will enter the pilot phase in 2000.

Maryland's CVISN roadside safety activities are consistent with and provide benefit to other regional CVO initiatives. Systems and technologies being utilized/tested under the I-95 Corridor Coalition's CVO Working Group and Safety and Fitness Electronic Records (SAFER) progressed in 1999 and will continue to improve the exchange of information to and from the roadside and benefit the enforcement community as well as other users of accurate and timely information.

Significant progress has been made in the area of electronic inspections performed at roadside using laptop computers, desktop computers and ASPEN software. During the 1999, 46.4% of all roadside inspections were uploaded from the field via electronic transfer. That is an increase of more than 12% over 1998. Continued progress is expected in 2000 as more enforcement personnel are trained in the use of ASPEN and become comfortable with the process. The Roadside Committee has been instrumental in solving user problems and promoting electronic inspections. There are tentative plans to expand the program to some of the larger allied agencies such as the Prince George's County Police Department.

The Strategic Plan and associated Business Plan were finalized in 1998 and updated in 1999 for the Maryland Motor Carrier Program (MMCP). These initiatives will continue to flourish and further development and testing of the systems involved in the CVISN project will provide benefits to both the public and private sector stakeholders.

Appendix A

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Appendix D

Listing of Inspection Locations

Fixed Scale Locations

Fixed Scale Location	Traffic Direction Monitored	Hours of Operation	Days/ Week	Agency
I-70 New Market	Eastbound	16	5	MSP
I-70 W. Friendship	Westbound	16	5	MSP
US 301, Upper Marlboro	Northbound	8/16	5	MSP
US 301, Upper Marlboro	Southbound	16/8	5	MSP
US 13, Salisbury	Northbound	8/16	5	MSP
US 13, Salisbury	Southbound	16/8	5	MSP
I-83 Maryland Line	Southbound	8	5	MSP
I-68 Finzel	Eastbound	16	5	MSP
US 40 Hatem Bridge	Eastbound	8	5	MdTAP
US 40 Hatem Bridge	Westbound	8	5	MdTAP
I-270 Hyattstown	Northbound	8	5	MSP
I-270 Hyattstown	Southbound	8	5	MSP
US 50 Lane Bridge	Eastbound	8	5	MdTAP
US 50 Lane Bridge	Westbound	8	1	MdTAP
I-95 Susquehanna	Northbound	16	5	MdTAP
I-95 Susquehanna	Southbound	16	5	MdTAP
US-1 Conowingo	North/South	16	5	MSP

Pull-Off Locations For Mobile Crews

Pull-Off Locations	Agency
US 40, Foy Hill	MSP
US 50, Vienna	MSP
I-95/I-495 College Park, Park & Ride	MSP
US 301, Hayden	MSP
I-895, Harbor Tunnel	MdTAP
I-695, Key Bridge	MdTAP
I-95, Fort McHenry	MdTAP

(Roving crews work variable days, hours and locations)

Appendix E

1999 Legislation

1999 LEGISLATION

Legislation Enacted

SB 42 — Increases permitted weight limit on two consecutive axles from 40,000 to 44,000 pounds on vehicles carrying sealed international containers to and from the Port of Baltimore.

SB 43 — Expands the existing Preventive Maintenance Program to include the inspection of driver records files and certain other records that are required by law to be kept. It also defines vehicles subject to the program and specifies who can write citations for violations. It deletes obsolete language referring to compliance documentation carried in the vehicle.

SB 44 — Repeals the ban against hauling hazardous materials in 53 foot trailers.

SB 46 — Requires drivers to stop when directed to do so by a CVISN transponder and prohibits cloning and tampering with a CVISN transponder.

SB 72 — Makes the definition of "flammable liquid" consistent with the federal regulation of hazardous materials. It changes the allowable gross weight of vehicles transporting milk from 79,000 to 80,000 pounds. It also clarifies certain sections pertaining to gross vehicle weight and exemptions.

SB 481 — Extends the maximum permissible length of vehicle combinations with a power unit that carries cargo from 55 to 62 feet.

HB 294 — Increases the allowable length of a vehicle consisting of a truck tractor with a dromedary box operated in combination with a semi-trailer to 48 feet, but only when transporting certain explosives and/or munitions intended for use by the United States Department of Defense.

HB 59
SB 509 — Authorized a Diesel emissions Control Program for vehicles with a gross weight of more than 10,000 pounds. Vehicles are subject to testing at any location and at any time when a police officer has reasonable cause to believe that the vehicle is violating the established standards. The Department of Maryland State Police, the Maryland Department of Transportation and the Maryland Department of the Environment will Jointly promulgate regulations.